But we had not long to wait. In five minutes more the guns opened fire once more, shore again answering to ship, and this time there was no mistake. A big Turk, with a dangerous saber, came swinging up the planks, clearing away an imaginary crowd be- ed away. They are not the only men who are tween the two lines of red-trowsered troops. We climbed upon our chairs. Sundry functionaries at | to attend the opening of the gates of the canal this the head of the procession half hid the Empress, but | morning. All night long Port Said has been in an she was there. She walked, leaning on the arm of uproar. Guests of the Viceroy have been handed the Emperor of Austria, the Empress in lavender silk and a black velvet hat, with black feathers and lace-if you care to know that fact. With them came the Viceroy, a stout gentleman with a good-natured countenance, and too much gold lace. The Crown Prince of Prussia came next, and then more people than there is room to mention. Pashas, Generals, Admirals, Embassadors, Ministers, Consuls-I know

IMPERIAL GUESTS-BLESSING THE CANAL

They ascended the Pavilion whither the Moslem Tokkes and Ulemas on one side, and on the other the Catholic Archbishop of Alexandria and his priests, had preceded them. The crowd thronged after. On the front bench of the tribune, facing the sea and the chapels, sat the Crown Prince of Prussia, the Emperor of Austria, the Empress of the French, and the Khédive, in the order I have named, from left to right. Emperor and Prince bared their heads; the Khédive kept on his fez. Last time I saw the Crown Prince of Prussia, in 1866, he was riding up the Unter den Linden of Berlin at the head of the Berlin and Potsdam garrisons, 50,000 strong, returning victorious from Sadowa. Now he sat peacefully enough by the side of the man whom in '66 he helped-more or less-to beat. Personally, he is said to be on as good terms with his old enemy as he is on ill with Bismarck. A well-meaning man, with no great force of intellect or character. Drifted along with the crowd, I had found myself, without knowing how, in the central pavilion, and stood within ten feet of this front imperial row.

The Emperor's head and face show all the obstinacy for which he is famous, the forehead narrow, and receding into a cone, the features without nobility, the moustache remarkable. Bystanders said the Empress of the French was looking well-L thought very pale and sad, and with scarcely more than the remains of her great beauty. It is an open secret that she as well as her husband is ill with a

The ceremony began with prayers from the Moslems, very modest and simple in contrast with the Catholic service that followed. The two religions were in closer contact than common, Catholic and Moslem blessing the canal, and not impossibly cursing each other with the same breath. Then came a speech, in French, from Mgr. Bauer, a converted Hungarian Jew, now a protegé of the Empress, and part of her suite. The speech was filled with such commonplaces as you can readily supply by guess-the East and West saluting, the two civilizations brought near to each other, the marvelous energy that has done all that. Monseigneur Bauer stood so far off that I hope he did not see the bored expression that reigned on the faces of all about me. A few more prostrations of the priests brought the business to an end. The Princes got up n little hostility, the procession re-formed, the salutes recommenced, and the first scene of the inauguration ended. The day closed with a universal illumination of buildings and ships, novel and brilliant beyond comparison. Nothing had gone wrong, or broken down, or disappointed expectation. I can remember few days so filled with splendid hours, few scenes that will live longer in the memory. It is only the prologue to the programme of the actual | the long pathway of water dividing the desert, and

GOING THROUGH.

ISMALIA, Nov. 17 .- In closing my letter last night I said nothing of the uncertainty that waited on today. All I positively knew was that I must be early astir this morning. The Aigle, leading the way through the canal, was to start at six, and earlier than six the signal gun broke into my four hours of sleep. With not a little difficulty and delay I had found my way last night back on the Guienne, and once back, nobody on board knew any more than people on shore knew what was to be the rule for Wednesday. I had seen Mr. Hale, our consul, who had all the information there was; but how could Mr. Hale know what the Pashas and canal people themselves did not know? I leave what I wrote last night unchanged, but I no longer think the programme drawn up by M. Lesseps can be carried out. What M. Leaseps said yesterday was that all vessels then in Port Said harbor could and would enter the canal and pass through it so far as Ismailia. Well, the Guienne is one of the vessels now in Port Said harbor, but whether she will or can go to Ismaïlia is a question no man on ship or shore will or perhaps can answer. We hope and believe we are to go to Ismaïlia to-day, but how is another matter. It was not settled last night, it is not settled early this morning.

M. de Lesseps and the Viceroy left last night at 11 for Ismaïlia, the Vicercy in his own yacht, Lesseps in a steamer of light draft. They went to prepare for the fête of to-morrow. Since their departure a part of the truth oozes out. Not all the ships in Port Said harbor can go to-day to Ismailia. It is the actual 17th November, for months announced as the day of opening-the day following to see the canal opened also for commerce. Has there been a miscalculation? Is it even possible that the world has been summoned to witness a failure, perfectly ascertainable beforehand? No; not that, at any rate. There is a canal through which vessels of a certain draft can pass from the Mediterranean to the Red Sea. The question is, of what draft?

We lie moored beside the Peluse, on board which latter ship are the members of the administration of the Canal Company. We were promised yesterday that we should follow the Péluse in the grand procession. At seven this morning, after an hour of doubt, we are told that we are not to follow the Péluse, but go last of all-some fifty-nine or sixtynine ships ahead of us. For my part I do not believe it. The Guienne has half the journalists of Europe on board. Are they to come last of all? It turns out quite otherwise. In a quarter of an hour the programme changes once more. The Guienne is not to go at all, we are to go on board the Péluse-news which we hail with joy, for the Peluse, having the company's representatives carry, is to be the first ship after the ships with imperial, royal, princely and embassadorial guests. I could ask nothing better. It is safe to expect that if anything gets through to-day, it will be the ship which carries the company's officers.

Amid all the solemnities of such a day-the experimental day of an enterprise in which the East and the West are partners-it is impossible not to take m interest in one's own fortunes, in the chance of going in this or that ship, above all in the scene of confusion that followed the sudden order of debarkation from the Guienne. By good luck we lay alongside the Péluse, and the voyage from one ship to the other was short. But the order came early, and it found not a few sluggards in their beds. There were trunks, to be packed and trunks to be all sorts that had to be transported with one's own self or selves. Some of our passengers are anything but journalists, and have come to the canal opening as to a pic-nic, bringing with them their wives and kinsfelk. I with my one traveling-bag and trunk have a certain interest in watching the struggles of those who have loaded themselves with heaps of luggage. Generals who have great store of uniforms, dandies from Paris with no end of wardcobes, dainty

envied. But I pass all this-there is much else to be

written, and the time for writing is scant. At 71 I was on board the Péluse, uttering a goodby, not wholly reluctant, to the Guienne. The Guienne is old, the Péluse is new, one is going, the other not -adieu to all sentiments of gratitude for the ship that, with all her faults, has brought us safe through the Mediterranean to Alexandria, and from Alexandria to Port Said. It is not her fate to bear us to Ismailia-vogue la galère.

Before we were well on board the Péluse, the Aigle had got under way, and to the sound of cannon had entered the canal. Before we were all on board, the Péluse herself [swung out of her berth-certain belated journalists sending earnest curses after us because we were early and they were late. They cursed us in German and cursed us in Dutch-little cared we, but reversed the omen, and joyously floatmingling imprecations with the blessings that ought and hustled about from ship to ship. The Mahza, that came from Alexandria with consuls and other invités, is no luckier than the Guienne. Her whole freight of passengers is transhipped, and by no means luck, and comes on board the Péluse. Mr. Hurlbut gets on board launch No. 7, and goes at midnight in the darkness to Ismailia-not waiting for the mornall, if he wait. I don't know what has become of Gen. Banks on his Russian corvette. I hope he is likely to get on. There are not many people in Port Said for whom one can have even so much good will

ENTERING THE CANAL-A SENSATION.

We are under way in the Péluse at %: at 10 we enter the canal-the ninth ship in the line. To-day's sole celebration is to be the passage of the ships—so many as can pass—from Port Said to Ismailia. There were to be 70; there will be-who knows how many?

I declare to you that the entering into the canal is a sensation for a lifetime. In itself it is a simple matter-what could be simpler than the mere passing of a line of ships through a canal! Yes, but this is the canal. This is the realization of the dreams of thirty-six centuries. We are crossing the track of innumerable armies. We are accomplishing a problem long believed insoluble. We have witnessed only yesterday a fête which contradicts every tradition of the East. We are on the eveof an event which is to revolutionize the commerce of the world. Well, how do we meet such a moment? For the first moments in a dazed, wondering, half incredulous silence. Great events break slowly on the mind. No voyager, entering with adventurous keel on unknown seas, has a more thrilling sensation of novelty, of the unforseen, than we. Experimental ships have gone before us; our going is a triumphal progress, as we hope, a proof to the world that the Suez Canal is no longer a problem.

At the entrance rise two red obelisks; by no means of Pompey or Cleopatra-nothing so old, so venerable as they. Commerce, in its practical way, builds over two obelisks of pine boards and canvas, paints them red, and sets them at the mouth of the Canal, solely for the guidance of ships that mean to enter

SALUTING THE OBELISKS-LAKE AND DESERT. We salute the obelisks; not for what they are, but for what they mean. I don't know what cheers went ringing out from the deck of the Aigle. I hope they were resonant and sincere. From the deck of the Péluse I can answer they were. We swung our hats into the air; the few Anglo-Saxons among us cheered as Anglo-Saxons know how to cheer; the Frenchmen did what they could in that way. Among the least religious there sprung up suddenly a kind of religious sentiment, or what might pass for such. Pent-up enthusiasm broke loose. We had waited hours, we had been listening to all sorts of rumors, we had almost doubted, and now there was room for no doubt. The keel of our ship had entered the desert. This century has known great enterprises, but the Suez Canal is unique, and the most thought less becomes thoughtful as he sees with his own eyes opening and inauguration which begins to-morrow. | finds the problem that has bafiled thirty-six centuries solved at last in the nineteenth after Christ.

If the splendors of Port Said yesterday were theatrical and imported, the spectacle of to-day is genuine and Oriental. To the right spreads Lake Menzaleh, reaching all the way to the horizon, a desolate waste of water. To the left a more desolate waste of sand ending in the ocean that we leave behind us; soon it becomes water on both sides, with strips of sand rising out of it here and there. As far, as one can see the canal goes straight as an arrow through the lake-so straight that the masts of the eight ships before are as the masts of one. We steam slowly, not more than six miles an hour, for one of the anticipated difficulties of the canal is the crosion of the banks by the waves and wash of the ships, and we go feeling our way as cautiously as if the canal were some delicate fabric that would not bear rough handling. But there is no wave. The ships ahead leave no trace of their passage, the waters closing after them and the banks marked by scarcely a ripple. Between every two ships the interval is one kilometre-five-eighths of a mile-at starting, but before long becomes reduced, and were come at

times in pretty close order. Each successive ship had taken so much time in getting out of its narrow berth and under way that the Aigle and her consort were far ahead when we entered, already involved in the desert far south of Port Said. All the more the sense of solitude impressed itself on us, the feeling that our passage into this silent space was an intrusion, which the genius of the place-and the genius of the desert is a powerful fellow-might at any moment resent. But we steamed on.

THE LAKE CANAL-FLAMINGOES. As the lake incloses us on both sides, a most singular feature of the canal strikes us. Not only the channel but the banks are carried through the lake. There are the low ridges of sand on either side of us. just as if they were the edges of the land, but there is no land. I had supposed that in the lake a channel had been merely deepened and was marked with buoys. Elsewhere this has been done, but here it was found impossible. The mudat the bottom was so liquid that the excavation filled as fast as it could be made, and for a time the engineers despaired. At last they hit on the idea of heaping up the banks under water, instead of carrying off the mud as it was scooped up. When these banks rose above the surface, they dried by evaporation, and hardened in the sun; a crust was formed that resisted winds and water, and so the canal through Lake Menzaleh, which stretches forty kilometers south, became possible. The effect of the canal thus passing through is singular in the extreme-as if the engineers had sought to convince the eye by those long lines of sand."

From the deck of the Péluse we sought for hovelties, and had not long to wait. Half a mile to the right of us rose a myriad of flamingoes, incomparably brilliant with their scarlet plumage showing in their flight; then settling into the water and hiding the scarlet behind white and dull gray. The day was perfect; apparently the weather at this season is always perfect, and it was not long before the miracle of the desert, the mirage, spread its imaginary waters

along the horizon. The first station, 15 kilometers, was reached in an hour and three-quarters. At this rate, if all goes well, we ought to reach Ismailia before dark. Whether we do or not does not much matter, for the fête and the ball are put off till to-morrow, but we want to get on if only to prove that we can get on. In the exhilaration and excitement of this morning we are all partisans, and since we have been in the got out of the hold, and multitudinous traps of | canal we have banished all doubts about its complete 'success. They were destined to be revived-not doubts of success, but doubts of complete success at this moment. For near Kantara we passed an Egyptian corvette, the Latif, anchored close against the bank. She was not one of the ships of duestion whether the heavy ships in Port Said harbor occuld or could not enter to-day. She had settled bor could not enter to-day. She had settled broof it had given of the grand success of the causing warms rule has a settled broof it had given of the grand success of the causing warms rule has rule had given of the grand success of the causing warms rule had given between the causing warms rule had given betw our procession, as we at first thought. The Latif

ladies surveying the East with six Saratoga trunks | it by sticking fast in the mud, and had been got out apiece-these are not at this moment persons to be of mid-channel and hauled alongside the bank, with no little difficulty. I don't know what her draught is, but it cannot be much more than ours. The Peluse is drawing 16 feet 3 inches, and is, I believe, the deepest ship of the whole squadron. The order of ships is, 1st, the Aigle, with the French Empress on board; 2d, the Von Graff, with the Austrian Emperor; 3d, the Prince of Prussia, with her name sake; 4th, the Dutch frigate carrying the Prince and Princess of Holland; 5th, an Austrian ship with an Austrian archduke and sundry grand personages; 6th, the Psyché carrying the English Embassador at Constantinople, Mr. Elliot, with his suite and some English guests of distinction; 7th, not known to me; 8th, a Russian ship with Gen. Ignatieff, Russian Embassador at Constantinople, suite, and guests; 9th, the Péluse of the Messageries Impériales, with the administration of the Canal Company, and the guests this morning sent on board from the Guienne; 10th, an Englishman of some sort; 11th, a ship of the Austrian Lloyds; 12th, a French corvette, and so on. There are a dozen more that started after us, but none of them, I think, interesting to anybody except those on board.

In its present state the canal, or at any rate the channel of the canal, is not wide enough to admit of large vessels passing each other. The breadth at top is 100 mitres, of the actual channel but 22. It is a to one vessel. Mr. Hale was on the Mahza. He is in railway with one track, and has stations with sidings; that is, with basins where ships coming in opposite directions may pass safely. Until the business of the canal becomes great enough to pay for an ing in his distrust of the chances of getting there at enlargement, there need not be much practical in-

ENTHUSIASM CONTINUED. Kantara, 45 kilometers south of Port Saïd, was reached at half past two, four hours and a half, a little more than six miles an hour. Pilot, captain, officers, and all of us cannot help feeling a kind of surprise that we have done so well. The strongest believers in the canal confessed to it. One's faculties are in a state of continual amazement, a wonder that has grown into admiration. There are old travelers among us, used to all sorts of sensations, familiar with all that is strangest. Well, it is the oldest travelers whose delight and surprise are freshest to-day. Most of our passengers are French-not half a dozen English and Americans together on board the Péluse. flow of talk on the hurricane deck is itself something wonderful, and the French talent for gesticulation never developed itself more fully. The exclamations and picturesque interjections with which that tongue abounds are exhausted before the day is half over, and our nimble-tongued Gauls are occasionally reduced to the condition of that celebrated swearer who on one occasion took refuge in silence because he despaired of finding an oath expressive enough. I for my part despair of conveying to you the impression which this voyage through the desert made upon me, and upon all of us.

Beyond Kantara, the scene changes. We leave the lake, and the canal pierces straight through the earth-straight, with here and there an unaccountable bend, which the company's draughtsman has not thought it worth while to record on their published chart. Here and there the scientific turn of the French mind has got the better of the practical. They seem to have thought it enough to keep within the limits of what was mathematically possible, careless of the inconvenience and risk which a sailor would have avoided at all bazards; of curves, around which long ships must be taken. We find it out to our cost before the day ends. For the first time after passing Kantara there are traces of vegetation; the low sand-hills lift against the sky, and at last one grows blue like a distant mountain. There is nothing high enough to take the color of the sky; it is the dark hue of the soil. But it is a hill, broken

And there are the Dredges, the huge machines which have hollowed out the canal, curiously grotesque at a distance, often resembling suspension railway bridges so closely that a mile or two away you are convinced you will pass beneath them, and hear the rumble of the train overhead. But you do not. The machines are so gigantic and of such ingenuity and strength in construction that they deserve a letter to themselves-but not to-day. The workmen are mounted on the tops of them, fifty feet above our heads as we stand on the upper deck of our ship. The cheers they gave us, and which we returned, hat in hand, were not the least pleasant feature of the day. There was nothing, or next to nothing, arranged in these places for show-a few flags sometimes, often only the towering engines and the men, all begrimed and nalf naked, clustering about them. Our cheers were the due homage to Labor, to the patient toilers who, with actual strain of muscle and steady work, have noved the hundreds of millions of cubic yards of earth which lay fast in the place where at this moment a fleet of ships sails on through the water of the sea that flows through. There were all nations and olors, and their joy was as sincere as ours. They knew better than most of us by what sacrifice the triumph had been won. Of the machines, there are in all more than a hundred of different kinds. To a man of engineering mind, they are worth a journey

to the isthmus to see. Passing through higher land, we are passing through some of the uncertain spots, or what were uncertain before this morning. Occasionally the Péluse seems to struggle on, her keel shrinking from so near a contact with the bottom. She is used to deep water and the free Mediterranean. The mud gurgles up sometimes to the surface. I suppose we really have not more than a foot to spare between the keel of the ship and the bottom of the canal. From time to time there are stops-some of them long enough to make us anxious. We get no news from the ships in front. We judge only by what we can see. The stops have detained us so long that it is plain we shall arrive at Ismailia in the dark; and it is even dark before we reach El Guisr, the highest land through which the canal passes north of Ismailia, and where there is scenery said to be fine. But we have a superb full moon to light it for us, and the moon of Egypt is worth the sun of England-

almost. Our only disaster was to happen at the very entrance of the lake on which Ismailia itself lies. There are sharp turns just above, and the Péluse there for the first time touched the bottom. Her keel scraped and rubbed heavily as the screw still drove her on. So far as we could judge, there was water enough in the channel proper, but the great length of the ship-she is 315-feet long-made it impossible in rounding sharp curves to keep her always in the true channel. And at last, at the very entrance to the lake, within the lake, Ismailia in full sight, the fleet of eight ships that were our convoy anchored off the town, the unlucky Péluse strek fast. Some blunder had carried us out of the channel, plainly marked as it was by lighted buoys.

ISMAILIA AND ITS SPLENDORS,

It was the only real misfortune of the day, and it was greater to the ships astern than to us. Except the yachts and one or two steamers of light draught, nothing could pass us. We blocked the way. The Péluse lay thus on the ground about four hours, and we had little to regret after all. Ismaīlia never could have offered so dazzling a spectacle if we had been nearer to it. The lake stretched wide about us. The town was on its further bank, they said, but what we see is not a town. Land and houses there are none. There are lines of light on the surface of the water, and, rising above the water, palaces built of shining lamps, and ships whose masts and rigging are all of fire. It is an enchanted world, and a fairy, palace floating on the sea, rising out of it as Venice rises. The fire grew into flames of green and crimson, and palace and town flamed up as if the conflagration were to destroy them, and die out, and leave only ashes and the darkness; but when the flames subsided the delicate lines of light were still there. At last we were in the land of the Arabian Nights, and the splendor that was all about us and that we saw with our eyes was greater than the splendors the most daring fiction had created.

scarcely impaired by our mishap. I must still say, as I have said before, that the canal is incomplete and may be long in finishing to the promised depth, but nothing can take from the meaning of the fact that between morning and night of the 17th of November a dozen great ships have passed from the Mediterranean into the heart of the 1sthmus and more than half way to the Red Sea.

A DEPUTY CORONER SHINING. Considerable publicity has been given by the newspapers of this city to the course of Dr. Wm. Shine, Coroner Flynn's deputy, for his action in the inquest lately held at the New-York Hotel, over the body of John King. Dr. Shine, about 111 a. m. yesterday, entered the Coroner's office, and on meeting, in the examination room, Mr. S. W. Baldwin, an elderly gentleman attached to The Herald, abused him roundly, and in language neither choice nor complimentary bettines, and exhausted himself, by assaulting Mr. Baldwin, who had previously stated that he did not write the effensive report, and had suggested to the frate Doctor that he should confer with the editor if he felt himself aggrieved by the work of the reporter. The assault was renewed, and not content with inflicting the personal violence, Dr. Shine smashed a desk belonging to Mr. Baldwin, and hurled the drawers, papers, pens, pencils and ink about the room. Mr. Baldwin will obtain a warrant to-day for the arrest of Dr. Shine, who may then have an opportunity to explain before a Police Magistrate why he assaulted a gentleman so many years his senior, and who, during his connection with the press of this city, more than a quarter of a century, has berne a high reputation for the fairness and accuracy of his reneither choice nor complimentary betimes, and exhausted high reputation for the fairness and accuracy of his re

THE BROOKLYN ELECTION FRAUDS. An adjourned meeting of the Reform Association of Williamsburgh was held on Saturday evening at the resinence of Judge Thompson, No. 82 Fourth-st. The following-named gentlemen, elected in the different wards during the past week, presented their credentials as delegates to the General Committee: George Thompson and William J. Coombs, Thirteenth Ward; James son and William J. Coombs, Thirteenth Ward; James Murphy and Josiah Holes, Fourteenth Ward; John Raber and John Mills, Sixteenth Ward; T. S. Diek and Timothy Perry, Seventeenth Ward; Col. William Conselven and Sannel M. Meeker, Eighteenth Ward; William P. Hurd and George H. Fisher, Nimeteenth Ward; William P. Hurd and George H. Fisher, Sipherenth Ward. The election of permanent officers was postponed until the next meeting. Judge Thompson, Timothy Perry, and Melville Hayward were appointed a committee to draft by-laws for the Association. Judge Fox, Judge Thompson, George H. Fisher, Sigismund Kaufman, Theodore F. Jackson, and Sanuel M. Mecker were appointed a committee to draft a bill to be presented to the Legislature for securing a minority representation among the canvassers and inspectors of elections. After addresses from Judge Thompson, John Raber and others, the meeting adjuarned.

THE BERKSHIRE INSURANCE COMPANY BOND

On Saturday, Justice Dowling released Wm. H. Chesley, the broker of No. 68 Broadway, who had been arrested for selling to Wm. Coit of No. 4 Pine-st., three \$5,000 bonds, a portion of those stolen from the office of the Berkshire Insurance Company at Poughkeepsie. Mr. Chesley made affidavit that he had received keepsie. Mr. Chesley made allidavit that he had received the bonds from Barton M. Johnson, who is now under arrest. Mr. Coit exhibited a letter from Chesley, in which the latter had negotiated for a ioni of \$12,000, giving the bonds as collateral. Mr. Coit had given Chesley \$2,000 and a check for \$10,000, but payment of the check had been stopped. Mr. Chesley professed his willingness to reimburse Mr. Coit. Johnson was allowed to make an affidavit, in which he stated that he had received the stolen bonds from one Jerome Bradley, of whom the Police are now in search. The further examination was adjourned.

SING SING PRISONERS ATTEMPT TO ESCAPE. On Saturday, Deputy Sheriff Thomas Adams tarted from the Tombs prison for Sing Sing with two well While in a street car Smith was joined by a woman who gave him a key, unobserved by the Deputy Sheriff, to un. ock the handouffs, and as the officer was purchasing the lock the handcuffs, and as the officer was purchasing the tickets in the Hudson River Railroad depot. Smith unlocked the handcuffs, and both ran in opposite directions. Jones was seized by Officer Clark, of the First Precinct, who happened to be present. Smith mistock a side door leading to the basement for an exit to the street, and was captured in his hiding place, among some rubbish. Both theves were taken to Sing Sing and delivered to the prison authorities. Smith is the prisoner who escaped from Deputy Sheriff Jackson, now in the Tombs for the shooting of Archibald Douglass, several months ago on the way to the Tombs from the Court of General Sessions.

COUFT CALENDARS—THIS DAY.

SUPRAME COURT—CINCULT—PART I.

1557. Manning et al. agt. Soils.

1703. Edwards agt. Reutgen.

Copper Co. of Team.

1982. Burrell agt. Overneber.

1982. Burrell agt. Overneber.

1993. Faron agt. Howard et al.

189. Malinews agt Hobby.

2023. Smith agt. McLeiland.

1073. Trandy agt. Bowen et al.

1119. Kellage, Evr., &c. agt., Han
1120. Burrell agt. Overneber.

1120. Clark agt. Gardner.

1120. Clark agt. Gardner.

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120. McGhes agt. Smith.

120. McGhe 1506. Weeks agt. Bossell et al.
232. Sarigmae agt. Goodspeed.
116. Waish agt. Samiling et al.
490. Cohen et al. agt. McClay.
244. Roberts agt. Tol. & Wash.
256. Schlegel agt. Banst.
55. White agt. Banst.
55. White agt. Mattoon.
11. Lathrop Sewing Mh. Co. Ag't.
128. Barst ling Oil Co. et al.
129. Brett agt. Ec.
130. Brettagt. Foe.
131. Brett agt. Ec.
132. Brett agt. Ec.
133. Brettagt. Foe.
134. Laderer.
135. Lever agt. Bloomburgh.
135. Lever agt. Bloomburgh.
136. Fessel agt. Colore.
137. Gillespie agt. Underhill.
138. Lang agt. Even.
139. Feeple of St. N.Y. agt. Colden
Mining Co.
137. Gillespie agt. Underhill.
139. Adams agt. Downs.
139. Meyer agt. Nat. Et. & Trans.
139. Meyer agt. Nat. Et. & Trans.
130. Horash. Lowns et al.
130. Horash. Lagt. Lowns et al.
130. Horash. Lowns et al.
130. H

191. Adoma agt. Downs.
192. Meyer agt. Nat. Ex. & Trans.
204. Beckman agt. Duncomb.
204. Beckman agt. Duncomb.
205. Forth. Jr., by guardian, agt.
205. Forth. Jr., by guardian, agt.
215. Same agt. Same.
226. Caver. Ador., Ac., agt. Same.
227. Bedoin agt. Same.
228. Caver. Ador., Ac., agt. Same.
228. Caver. Ador., Ac., agt. Same.
229. Leed agt. Sam.
220. Forth. Jr., by guardian, agt.
2215. Same agt. Same.
226. Caver. Ador., Ac., agt.
227. Bedoin agt. Same.
228. Leed agt. Sam.
229. Leed agt. Sam.
220. Sam.
220. Caver. Ador., Ac., agt.
220. Caver. Ador.
220. Caver. Ador.
220. Leed agt. Sam.
220. Leed ag 1107. Haraco agt. Music.
1107. Haraco agt. Music.
1129. Depham et al. agt. Hofman.
1207. Crow agt. Martine.
1207. Phillips. adux. agt. Gray.
1202. Da Costa agt. Hamell.
1203. Hart et al. agt. Hofman.
1491. Ocean Nat. Bank of N.Y. agt.
Miller.

1992. Field et al. agt. Hart.
1993. Vols agt. Stevens.
1999. Vols agt. Gottleb.
1499. Cambeld agt. Staford.
1910. Twybell agt. Trailesmen's 1519. Sackett agt. Athluson.
Nat. Hank of New York.
1904. Sieckles agt. Link.
General Brissons.—Henry Porter, Charles Comor. Thomas Med.
Jasob Simon, and John Thomas, robberry James Whisen, Thomas Med.
Johnson, and John Thomas, robberry John W. Chewford, John Smith, and Pater Cogrove, rand larcony; Lars Johnson, grand larcony from the person:
Ritzabeth Van Zandt, larcony from the person:
Ritzabeth Miley, potit larcony;
Litzie Kelly and Catharine Dougherty, grand larcony.

PASSENGERS ARRIVED.

PASSENGERS ARRIVED.

FROM EREMEN—In steamship Deutschland, Dec. 11—Samnel Sinn, A. C. Myers, Dr. Louis Reinhardt, Dr. L. Strans, Charles Kipfing, Samuel Grast, Frederick Stallanecht, Giastaw Willios, Ang. Super, And. Erkenbrecher, G. Erkenbrecher, Charles Freyer, Albert Schasing, Adolph Hess, II, Klingins, Charles Grote and wife, M. Reissbarth, Marie Goggel, Johanne Sohngen, A. Pranke, M. Bodecker, W. Reissengger, Katherine Herzig, Amalie Frost, H. Bugginger, Charles Browe, Edward Chase and wife, Staart Fblipot, George Green, G. Mann, C. Hartmann, Ang. Voge, V. Harbarger, H. von Splegel, A.Parr and family, E. Bennecke, Ernat Orth, A. Hohmann, E. Gerth, J. R. Fiper, C. H. Freee, John O'Niel, D. Francke, Frederick Kielin.

FROM ASPINWALL—In Steamship Alseka, Dec. 12—Mrs. R. E. St. John, S. Hashins, R. Andersen, C. B. Frice, Misa Kate' Irving, S. M. Ackerly, W. P. Chim, C. Jones, W. Burnett, Misa Sary Burnett, Misa S. Elliott, Mrs. Wm. Burnett, Mrs. P. S. Bubbard and child, John Mages and wile, Mrs. S. Olmatead, Wm. Yennorth, B. Meredith, Misa E. O. Spencer, Mrs. M. Meredith and two children, J. L. Black, J. M. Farsons, J. M. Halstand, M. G. T. Howlett, J. T. Rogers, Jir, J. T. Tuttle, J. M. Halstand, M. G. T. Howlett, J. T. Rogers, Jir, J. T. Tuttle, J. M. Halstand, M. G. T. Howlett, J. T. Rogers, Jir, J. T. Tuttle, J. M. Halstand, M. G. T. Howlett, J. T. Rogers, Jir, J. T. Tuttle, M. S. Norwood, wife and two servants, John Goodrean, Misa M. Cartis, Mrs. S. Norwood, wife and two servants, John Goodrean, Misa M. Cartis, Mrs. S. Norwood, wife and two servants, John Goodrean, Misa M. Cartis, Mrs. S. Norwood, Wife and two servants, John Goodrean, Misa M. Cartis, Mrs. S. Norwood, Wife and two sensable City of Brooklew Inc. 12—J. W. Clark, J. W. Clark, J. N. (18) B. H. Birdand, Samuel Collinger, M. G. Rolleman, Adolph C. Chandelin Mess. A. S. Williams, FROM Livernoon, A. R. Biller,

SATUEDAYS WEATHER REPORT—8 a. in.

Places. Atmosphe. Ther. Clores. Atmosphe. Ther.
Port Hastings. Kaining. 22
Hasilins. Overcast 36
Portland. Closs. 14
Portland. Closs. 27
Reston. Closs. 27
Roston. Closs. 27
Chicago. Ranting. 46
Pittaburgh. Closs. 48
Pittaburgh. Closs. 48 SATURDAY'S WEATHER REPORT-8 & 18.

EREMEN. VIA SOUTHAMPTON.
TAKING PASSENGERS TO
LONDON. HAVEE, SOUTHAMPTON and BREMEN at the fellowing

Wedding Curds, &c.

SHIPPING INTELLIGENCE.

CLEARED.

Steamships—George Washington, Gager, New-Orleans; Gen. Meade, Sampson, New-Orleans: Montgomery, Faircloth, Savannah; San Salvador, Nickerson, Savannah; Mashatian, Woedhull, Charleston; Louisa Moore, Wallace, Newbern, N.C.; Empire, Nelson, Wilmington, N.C.; John Gihson, Wintera, Georgetown, D.C.; Acnahuet, Recter, New-Bedford; Glanena, Walden, Boston: City of Parla, Mirchouse, Literpod; Europa, McDonald, Glangow; Enterpe, Gilderdale, Galveston via Key West; DeSoto, Morton, New-Orleans; Ariadne, Elitidge, New-Orleans; Isaac Bell, Bourne, Norfolk; M. Stevens, Chauser, Baltimore; Josephine, Moore, Baltimore.

Ship—Ferdinand, Mayer, Bremen via Philadelphia; Pallas, Biddie, Belley; St. Bernard, Bark, Baltimore; George Kingman, Hammond, Zanzihar.

Brigs—Tally Ho, Chisham, Marseilles; Svava, Hansen, Lisben; L. H. Kimball, Lunt, Pernambuco and Bahia; Alliance, Larsen, London; Wm. Creerr, Fields, Charleston; Gladialeur, Berner, Miantian.

Schra.—Setegawa, Bryant, Aur Caves; Palos, Shackford, Norfolk; Seraph, Ryder, Pocasse; M. Van Buren, Harding, New-Luddon; E. B. Wharton, Bourse, Washington, N. C.; Starhight, Blatchford, Calala; Harman Curtis, Centis, Clenfuegos; Nellis Bell, Stake, Savannah; E. Herriz, Meredith, Wilmington, Del.; J. P. Robinson, Harding, Norfolk; Princess, Lovell, Boston; July, Woodford, New-Haven; Uncle Ton, Look, Fernandina, Fla.; Nellie Carr, Lane, Norfolk.

Steamship Deutschland, Neynaber, Fremen via Southampton Nov. 36.

ARRIVED.
Steamship Deutschland, Neynaber, Bremen via Southampton Nov. 36

Steamship Deutschland, Neynaber, Bremen via Southampton Nov. 36, mase, and pass.

Steamship Marathon, Le Messurier, Liverpool Nov. 23, Queenstows 24, via Boston Dec. 19, mase.

Steamship Franconia, Bragg Portland, mase, and pass.

Bark Montenama, Hammond, Demerara, sugar.

Bark Montenama, Hammond, Demerara, sugar.

Bark Ragina, Cammoing, Marselles Oct. 16, and Gibraltar 34, mase.

Bark Race, Mastelone, Girgent Aug. 22, Palermo Sept. 3, and Gibraltar 24, mase.

Bark Race Crasby, O'Brico, Liverpool 59 days, mase.

Bark Mate Crasby, O'Brico, Liverpool 59 days, mase.

Bark Hagard, Karstens, Beston 3 days, balast.

Bark Maria Emelle, Muller, London 59 days, edulk,

Brig Argo, Creighton, Sait River, Jam., 28 days, logwood.

Brig M. A. Benson, Gardner, Mik River, Jam., 24 days, logwood.

Brig M. A. Benson, Gardner, Mik River, Jam., 24 days, logwood.

Brig Teviot, Alkeman, Demerara 25 days, sugar.

Brig Aug, Flory, Ivica Sept. 20, Sta Mainga Oct. 4, and Gibraltar 6, incode, lead, &c.

Brig Ann, Flory, Ivica Sept. 20, Sia Maiaga Uct. 4, and Colorada, lead, &c., monda, lead, &c., lead and the first Editio, Oliver, Grand Turk, T. I., 18 days, salt. Brig Editio, Oliver, Grand Turk, T. I., 18 days, salt. Brig Leopoldine, Haesloop, Rio Janeiro So days, coffee. Brig Irisankle, Brawn, Birabelhapot. Brig Britwankle, Brawn, Birabelhapot.

Schr. Electric Spark, Cowell, Bonacca, W. I., Nov. 6, via Key West. (2, and charleston 23, eccoannits. Schr. Bianca, McNath, St. Johns, N. F., 14 days, ell and fish. Schr. Bianca, McNath, St. Johns, N. F., 14 days, ell and fish. Schookens—Hyrik And Coartwing.

Jube H. Garrison, Phinadelphia. J. J. Boyd, Georgetown, Dayld Fanst, Calais. J. J. Boyd, Georgetown,
Magne Bell, Rockland,
Mist, New-Haven,
L. A. Toilles, Norwalk,
D. Pearsell, Greenwich,
D. G. Floyd, Providence,
Lucy Jones, Norfolk,
Amelia Augusta, Elizabethoori,
Gibert Green, Philadelphia,
Jenephine, Elizabethnori,
Jeaphine, Elizabethnori,
Jeaphine, Elizabethnori,
Louisa Brdesall, Elizabethnori,
Louisa Brdesall, Elizabethnori
Alpha, East Machlias,
ED.

Haze, Greenwich.
P. C. Scholt, Bridgeport,
Vallabu, Elizabethport.
Fashior, South Amboy.
Zoe, Rinabethport.
Fred Warren, Elizabethport.
Annie Neifee, Virgiola.
Laura Hateb, Port Johnson.
Viola, Elizabethport.
Valma South Amboy. Annie F. Avery, Annahurra.

SALED.

Stamships—Pereire, for Havre: City of Paris and Denmark, for diversion); Europia, for Giasgow; Enterpu for Calvestion; De Soto, Geo. Washington, Ariadon, and Geo. Meate, for New-Orleans; Montgomery and San Salvador, for Savannah; Manhattan, for Charleston: Loniss Moore, for Newbern, N.C.; Eupipe, for Wilmington; Isaac Bell, for Richmond; John Gibson, for Washington.

Language Language Company of Paris and Description of Paris and Paris Company of Paris Compan

Steamship City of Brooklyn, Brooks, Liverpool Dec. 2, Queenstown Bec. 3, mise, not pass.
Steamship Alaska, Gray, Aspinwall, Dec. 2, muse., pass malls, and

Borrow, Dec. 11.—Arrivo, hip Corings, Calcutta. Savaxnar, Dec. 11.—Cleared, steamships San Jacinto and Huntaville, for New-York: Carroll, for Esitimore: Tonavanda, for Philadelphia; ship Charlotte, barks Norwegian and Crown Jewel, for Liverpool; sabr. Trade Wind, for Jackson

FOREIGN PORTS.

QUEENSTOWN, Dec. 11.—The steamships City of New-York and Java, rom New-York, arrived at this port to-day.

Port-Wlardens' Motice.

PORT-WARDENS' OFFICE, No. 22 William-st. }

NOTICE is hereby given, in accordance with Section 4 of the Act passed April 14, 1857, suitled "An Act to interested in, or having charge of the subject matter of such inquiry, ramination or survey, that the following vessels are now accordance, and the control of the Port Wardens, and that ne fort Wanders, and that the said surveys or entiminations will sted within ten days next socceeding tots notice, on board said

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H. B. CROMWELL & Co. So. So Services

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MORRO CASTLE, Capt. R. Adams. December 16.
COLUMBIA, Capt. R. Van Sice. December 23.
EAGLE. Capt. M. it. Greens (via Nassav) December 30.
For freight or passage apply to E. G. Wilfelder, jr., President.
No. 5 Bowling-green.

No. 5 Bowling-green.

FOR ST. THOMAS and BRAZIL.

UNITED STATES and BRAZIL MAIL STRAMSHIP COMPANY.

Regular Mail Steamers sailing on the 13d of every month:

SOUTH AMERICA, Capt. E. L. The atternation, November 21.

NORTH AMERICA, Capt. B. B. SLOCKS, December 23.

MERNIMACK, Capt. Wish, January 23.

These spiented steamers sail on schedule time, and call at St. Thomas,

Pars, Perenmbuco, Bahia, and Rio de Janeiro, going and retarning. For

engagements of freight or passage, apply 10.

WM. E. GARRISON, Agent. No. 5 Bowling-green, New-York. FROM CHARLESTON TO FLORIDA, via SAVANNAH-THI-WEERLY LINE.
The following strangers will leave CHARLESTON for FLORIDA, via SAVANNAH, three times a week, after arrival of the New York steam-philos and the North-Eastern railroad train:
FILOT BOY, (taland Route.) every SUNDAY MORNING, at 8

City Point, every TUESDAY EVENING, at 3 o'clock.
CITY POINT, every FEIDAY EVENING, at 3 o'clock.
Through tickets to be had of all Charleston and Savannah Steamship-like Agencies in New-York.

J. D. AIKEN & Co., Agents at Charleston.
L. J. GUILMARTIN & Co.,
Agents at Savannah.

FOR LIVERPOOL and QUEENSTOWN. Innean Line of Mail Steamers are appointed to sail as follows:
CITY OF ANYWEIRF (via Hallian) TUESDAY, Dec. 10, 1 p. m.
CITY OF BROOKLYN. SATURDAY, Dec. 20, 1 p. m.
ETTA (via Hallian). TUESDAY, Dec. 29, 1 p. m. And each succeeding SATURDAY and alternate TUBSDAY, from Pier No. 45 North River.

And each successing SATURDAY and alternate TURSDAY, from Fier No. 45 North River.

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BY THE MAIL STRANGE SALLING WERT SATURDAY.

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FIRST CAHIN.

To Parts.

Flandor.

FOR STERRAGE.

To Parts.

First CAHIN.

Payable in Gold.

Liverpool.

Liverpool.

Liverpool.

Stranger.

First Cahin.

Fayable in Guitency.

Liverpool.

Stranger.

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AT BREST.

STEAM TO LIVERPOOL, CALLING AT QUEENSTOWN. From Pier No. 46 North River, WEDNESDAY. IDAHO. 0.105 tuns.......December 8, at 9 a. m. NEVADA. 2,125 tuns......December 15, at 2 a. m. MANHATTAN, 3,139 tuns......January S.
IDAHO, 2,135 tuns........January 12

IDARO, 2.135 tuns January 12.

Cabin Passage (Gold). \$30.

Sinanaus (Currency). \$30.

Falcon and State Hooms all on Deck. Steerage Passage Office, No. 29 Broadway.

For freight or cabin passage, apply to WM.LIAMS & GUION, No. 63 Wall-st

WELIAMS & GUION, Na. 63 Wall-st.

STEAM to GLASGOW and LONDONDERRY.
Theorite Cirde built passenger steamers, are intended to sail as follows.

From Pier No. 20. North Kirer, at 12 weleck, noon.

INDIA. December 12 CALERIONIA. January 2
CAMBILIA. December 12 CALERIONIA. January 15
JOWA. January 1 EEROPA. January 12
AND EVERY SATINDAY THEREAFTER.

RATES OF PASSAGE, PAYABLE IN CURRENCY:
Calies to LIVisor OOL. 6LASGOW, or DERRY, \$30 and \$75.

Excursion ticked good for 12 months, \$410.

Excursion ticked good for 12 months, \$400.

Freerage to Glasgow or Devry, \$30, Intermediate, \$35.

Prepaid certificates from these ports, \$7.

Prepaid certificates from these ports, \$7.

Prepaid certificates from these ports, \$7.

Practically provided to and from Hamburg, Havre, Rotterdam, Autwerp, \$4.

At 19 John St. 19

THE NORTH GERMAN LLOYD'S Steamship HANSA, Capt. E. Brickenstein, carrying the United States Mail, will sait from the Brames Pier, foot of Third at. Belieken. on TRUESDAY, December 16,

Sules by Anction.

A. J. BLEECKER, SON & Co., Auctioneers, will SELL at anction on TUESDAY, Dec. 14, at 10 o'clock, at 50, 63 West Thirty-eighth-at, between Fifth and Stitchwares, BANDSOME HOUSEHOLD FURNITURE.

The usual amortment of a first-class house, consisting of Mirrors, Parlor, Bedroom and Kitchen Furniture; China and Glassware, &c. &c. Catalogues at 77 Cedar-st.

Catalogues at 77 Cedar-st.

A RTISTIC HOLIDAY GIFTS at AUCTION.

WATER COLOR DRAWINGS by celebrated friench and other Foreign Artista, including the well-known names of Bangniet, Beamont, Calmelet, Conder, Camino, Datid, Davisuz, Frera, Fort, Fersgo, Hamon, Herbstboder, Hubner, Lassalle, He Bar, Leidry, Marsh, Marny, Morlan, Frincess Mathilde, May, Rivoire, Sannier, Vibert, Van Riven, etc., etc. Consigned to S. P., Avery. Objects of Art, in Bronze, Terra Cotta, Porceiain, Japanese Work, Astique Hall Clock, Chairs, Conver Mirror, etc., etc. To be Solia Auction, by ROBERT SOMERVILLE, Auctioneer, at the Somerville Art Gallery, No. 41 Fifth-ave, corner Fourteenthest, Monday and Wednesday Evening, Dec. 20th and 22d, at half-past Seven o'clock. Now on exhibition, and every day and evening until time of sale.

A Manusca Auctioneer.

A. Manwin Auctionest.

BY BANGS, MERWIN & Co., Broadway, cor.

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VALUABLE BOOKS—Some relating to America and American History, Annals, Archives, Historical Collections, &c.

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